has not been found feasible due to operational and resource constraints.

Conversion of metre gauge into board gauge in Manmad-Aurangabad Sector

625. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state:

(a) by when the project for the conversion of metre gauge in Manmad-Aurangabad sector in broad gauge was scheduled to be completed and what is the revised schedule for its completion;

(b) what are the reasons for delay in the completion of the project;

(c) what was the original estimate and to what extent the cost is likely to escalate due to delay in completion of the project; and

(d) what measures have been taken by Government to accelerate the process of its completion with a view to avoid further escalation in costs?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) and (b) Due to less allotment of funds from 78-79 to 87-88 no target was fixed for completion of Manmad-Aurangabad conversion project. Revised schedule for its completion is March 1992.

(c) The original estimated cost was Rs. 13.00 crores and the the cost of of the project is now estimated to be Rs. 51.05 crores.

(d) Adequate funds and resources have been allotted so that the project is completed during the current year (1991-92).

Demand for a halt at Gate Karepalli in Secunderabad Division

626. DR. BAPU KALDATE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that Government have received representation for opening of a new passenger halt at "Gate Karepalli" between Karepalli and Pocharam halt stations on Dornakal-Bhadrachalam stations in Secunderabad Division;

(b) if so, since when the demand is pending with the railway authorities; and

(c) what are the reasons for delay in taking a decision in the matter?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Yes, Sir.

(b) The proposal for opening of a halt station at Gate Karepalli between Karepalli and Pocharam has already been examined but not found feasible both from the engineering and operational points of view.

(c) Does not arise.

Completion of work in the Karur. Dindigul-Madurai Maniyachchi Railway Project

627. SHRI K. K. VEERAPPAN:
SHRI V. GOPALSAMY:

Will the Minister of RAILWAYS be pleased to state:

(a) the progress made so far in the Karur-Dindigul-Madurai Maniyachchi Railway Project;

(b) the amount spent so far thereon; and

(c) by when the project is likely to be completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI MALLIKARJUN): (a) Karur-Dindigul-Madurai - Maniyachchi-Tuticorin/ Talaiyuthu project is being taken up in stages. Parallel BG line from Maniyachchi to Talaiyuthu|Milavittan was commissioned in May, 1985 and assisted siding to Tuticorin Harbour was commissioned in April, 1986. Now BG rail line from Karur-Dindigul was